

8.0

IMPLEMENTATION

8.1 IMPLEMENTATION STRATEGIES

A comprehensive trails and urban pathways program should include education, enforcement, encouragement, and engineering. All aspects of the program should be evaluated and prioritized based on effectiveness.

This section will provide general examples of types of projects. Individual project costs may vary widely. Grants may be available for some projects. Other factors should be considered such as life-cycle costs, safety concerns, coordination with other projects, and changing community goals. The project types are grouped in general terms according to range of cost: Low Cost Projects (Less than \$15,000); Medium Cost Projects (\$15,000 to \$50,000); and High Cost Projects (\$50,000 or more).

8.1.1 LOW COST PROJECTS

Installation of signed routes is a relatively low-cost measure resulting in a high degree of return. Some existing roadways designated for bicycle use can easily be signed. Assessment, standardization, and installation of a city-wide urban pathways signage system on all proposed routes can be considered as a low-cost, high-impact project. Signs should include route numbers or names and include destination and distance.

A number of streets shown in the urban pathways map can receive striped bike lanes for the cost of painting lines. The primary cost will be staff time for design, installation, and coordination.

Bicycle racks could be installed in commercial and public facilities areas inexpensively.

Assign a staff person as a part-time coordinator of trails and pathways.

Create and staff a Trails & Urban Pathways Committee.

Constructing and maintaining trailhead kiosks at existing trailheads.

Development of educational and safety programs.

Application and nomination of the trails system to the Arizona State Trails System administered by the Arizona State Parks Board.

Coordinating volunteers to construct trails segments.

8.1.2 MEDIUM COST PROJECTS

Install bicycle-activated mechanisms at traffic signals, such as buttons accessible from on-street lanes and pavement loop detectors. Include provisions for these mechanisms in all new traffic signal projects.

Production of maps or brochures will be beneficial to residents and visitors. Professional graphic design should be utilized in the production of a map/brochure.

Minor construction projects can provide continuity to the system. Examples are paving roadway shoulders, curb cuts, widening routes at intersections, or short sections connecting routes.

Plan specific trails and pathways segments. Segments could be designed by staff from the City and USFS to reduce direct costs.

8.1.3 HIGH COST PROJECTS

Construction of new pathways and inclusion of adequate right-of-way for on-street bike lanes. A commitment is required to ensure that the City has an effective and fully functioning urban pathways system.

Develop major trailheads to include parking, restrooms, and other site amenities.

Develop pocket parks in conjunction with major trailheads.

8.2 FUNDING STRATEGIES

A major concern will be finding adequate funding for trails and pathways development and maintenance. A number of potential funding sources are available:

8.2.1 FEDERAL

Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 provides a

variety of funding sources for the construction and maintenance of bicycle facilities. ISTEA provides several opportunities for funding of non-motorized transportation modes. The Verde Valley Transportation Planning Organization, Northern Arizona Council of Governments, and ADOT determine how federal monies will be spent in this area.

Surface Transportation Program (STP) Funds may be used for either the construction of bicycle transportation facilities or non-construction projects such as brochures, maps, and public service announcements related to bicycle use. Projects must be located and designed pursuant to the state's transportation plan. A proposed TEA ("Transportation Enhancement Activities" - see below) must have a direct relationship to the intermodal transportation system but not necessarily to a currently planned highway project. An off-street bicycle/pedestrian trail is an eligible TEA, provided that it functions as a component of the regional transportation system and provides connections with other transportation modes.

Ten percent of ADOT's annual STP funds are reserved for TEAs. Transportation enhancement funding is designed to encourage activities and projects that go beyond traditional transportation improvements. Any proposed non-ADOT enhancement projects for Sedona must be submitted to the Verde Valley Transportation Organization and adopted by NACOG in its Transportation Improvement Program. Eligible NACOG projects are referred to a state-wide Transportation Enhancement Review Committee and considered against established selection criteria. STP funds must be matched with non-Federal funds.

Federal Lands Highway Funds may be used to construct bicycle and pedestrian facilities in conjunction with roads, highways, and parkways on Federal lands. In the Sedona area this funding could be applied to USFS routes in the Coconino National Forest. Facilities must be located and designed pursuant to an overall plan developed by the State. In Arizona, ADOT and the USFS have established an agreement whereby each has control of these funds in alternate years.

Scenic Byways Program Funds may be used to construct facilities along the highway for the use of pedestrians and bicyclists.

National Recreational Trails Funds, also called "Symms Funds," may be used for a variety of trails programs to benefit bicyclists, pedestrians, and other non-motorized users. Unlike other funding sources, National Recreation Trails Funds are designated for recreational rather than transportation purposes. To be eligible for funding, projects must be designed consistent with the State Comprehensive Outdoor Recreation Plan that is published every five years by the Arizona State Parks.

USFS Challenge Cost Share Program is a successful example of stretching limited Federal dollars by attracting outside funding and support from potential partners. To participate, an organization or individual must enter into a Challenge Cost Share Agreement with the USFS. The "challenger" can match the USFS funds with funding, labor, equipment, supplies or technical skills. The match with USFS funds can be in any reasonable ratio (i.e. 50:50, 20:80, etc.). The application process is done at the local ranger station.

8.2.2 STATE

In 1990 Arizona voters overwhelmingly supported the Arizona Trails Heritage Fund proposition. This program commits \$500,000 annually to trails development in the State and is administered by the Arizona State Parks Board.

Arizona Conservation Corps (ACC) provides employment, educational, and personal development opportunities for young adults ages 18 to 25 engaged in conservation and community service projects. Fifty percent of ACC projects have involved trail building along with revegetation and assisting in construction of campgrounds and parks. Administrative support for ACC is provided by the Arizona State Parks Board.

8.2.3 LOCAL

This plan strongly recommends the City include trails and urban pathways in its **Capital Improvements** budget. In addition, adequate general funds should be set aside annually to ensure that planning and maintenance efforts receive the proper level of attention. If no designated money is set aside, then trails and pathways efforts may pass by the wayside.

Issuing **Bonds** is another means in which to provide revenue for trails and urban pathways development.

License or registration fees are also sources of revenue but account for a small amount of funds.

Gifts and Donations provide temporary financial assistance but rarely can be relied upon as a source of continuing income. However, the City, USFS, and Arizona State Parks should work together to develop a charitable giving program to secure private funds.

Hundreds of miles of trails in Arizona have been constructed by the generous donations of volunteer labor. The City, USFS, and Arizona State Parks are strongly encouraged to pursue and develop a successful Adopt-A-Trail program for trails construction, education, and maintenance.

8.3 PLAN REVIEW AND AMENDMENT PROCESS

The Trails and Urban Pathways Plan outlines a policy for trails and urban pathways construction that is based on prevailing community needs and attitudes, existing land ownership, neighboring land uses, natural constraints, and accepted trails and urban pathways planning practices. Over a period of time, any of these variables are subject to change. Consequently, the plan must periodically be reviewed and amended if it is to remain effective.

Yet, amendments to the plan should never be allowed to occur in a haphazard manner. Amendments to the Trails and Urban Pathways plan should only occur after careful review and public hearing(s) by the Parks and Recreation Commission, Planning and Zoning Commission, and City Council.